

The China Mail.

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HONGKONG, THURSDAY, JUNE 29, 1911.

日四初月六年三統宣

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ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafont, Esq.,
Hongkong, November 10 1909. 1424

PASSAGE BOAT FIRED ON BY SOLDIERS.

Yesterday whilst a passage boat was
passing a village named Po On, just above
Samalui, it was fired upon by soldiers.
One occupant was wounded rather severely
and had to take to the water in order
that his wounds might be attended to.
Those who were in the passage boat
thought at first that they were being
attacked by pirates. No clear reason can
be discovered for the rash or foolish deed.
It was suggested that the soldiers had some
private revenge as their object, and yet it
is not known what this can be. It would
almost seem as if the deed were one of
vanity or "sky-larking," and was
done for the mere fun of the thing, without
perhaps the intention that any one should
suffer anything more than a severe fright.
These deeds on the part of the soldiers
make them to be severely hated by all
parties. No one, apparently, took any
steps to examine into the affair, which
will pass as one of the anomalies of life in
China.

PAINTFUL AFFAIR ON MISHIMA MARU.

Colonel Bleeds to Death

The following is a telegram published by
the Straits Times from its Port Said
correspondent:—
A sad fatal accident is reported by the
Mishima Maru while she was between
Colombo and Aden, homeward bound.
Colonel Warren, of the 3rd Brahmins,
stationed at Singapore, who was among the
passengers, while in a bathroom on the
11th inst., slipped through the ship
violently pitching, and accidentally thrust
his arm through the glass window.
An artery in the arm was severed, and
the unfortunate gentleman was discovered
unconscious from loss of blood. Two
doctors did all that was possible, but Col.
Warren bled to death.
He was buried at sea on the 13th inst.,
Bishop Mould, a homeward bound passen-
ger from China, conducting the service.

On May 27 there was launched on the
 Clyde the steamer "Rhesa," which has been
built for the Irish Line of Liverpool. This
vessel is 440 ft. in length and of 7,500
tons. She is designed for the "Cebu"
Steamship Co.'s passenger and cargo service
to the Far East.

JUST WHAT ITS NAME IMPLIES
CHAMBERLAIN'S Colic, Cholera and
Diarrhoea Remedy is that all its name
implies. There has never been a case re-
ported of cramp, colic, cholera, or
diarrhoea when this remedy was used that
it did not give prompt relief. It is as good
for the child as for the adult and all danger
from cholera infantum will be avoided if
this medicine is promptly administered.
For sale by all Chemists and Druggists.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
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BRAND
Full Cream Milk.**

LARGEST SALE
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As a guarantee of Quality.
SEE THE
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**STERILIZED
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A Trial of which will satisfy
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EXCELLENCE.
PRICE:
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Tins.
ON SALE AT—
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Sundays at 8 A.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

N.B.—There will be no morning steamer from Macao or afternoon steamer from
Hongkong on Sunday, 2nd July.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.
Hongkong, May 4, 1911. 12

GRAND HOTEL No. 2, Queen's Road Central. A FIRST-CLASS AND UP-TO-DATE HOTEL.

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Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
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Hongkong, September 4, 1907. 1134

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A 5 or 10 Catty Box
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most acceptable Pre-
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POPULAR PRICES. SEE HAND BILLS.
Lessee and Manager.....R. H. STEPHENSON.
Hongkong, June 1, 1911. 736

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Safe Remedies for Allaying the Irritation.

Sun Glasses. Sun Glasses.

HOUSEHOLD AMMONIA
For the Bath and All Toilet Purposes.
Delicately Perfumed.—Half Pint Bottles, 60 cents.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
J. H. TAGGART, Manager.
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THE HONGKONG HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea level.
OPEN to the South Winds in Summer and protected from the North-east Wind in
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Open Office: 4, DES VOEUX ROAD.
Hongkong, February 8, 1908.

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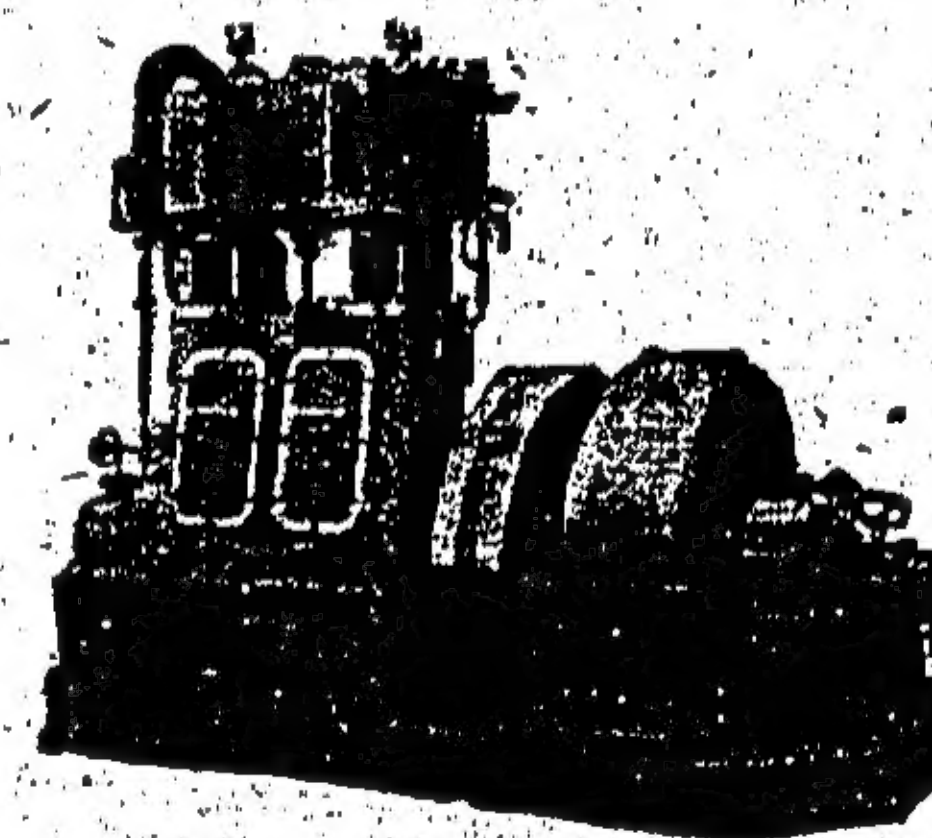
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LARGE STOCKS HELD.



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TELEPHONE 358. 14, DES VOEUX ROAD.
Hongkong, May 25, 1909. 608

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Best Attention Paid to Guests.
No. 5, Bund. YOKOHAMA.
Hongkong, March 1, 1911. 29

Kupper Pilsener Beer



THE LEADING BEER IN THE FAR
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Intimations.

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WATCH-MAKERS AND JEWELLERS.
Telephone No. 363.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1903. 1758

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Select Views of Hongkong and South China.
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CENTRALLY situated, up-to-date Hotel. Recently renovated and under course of
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Always carry a large and varied Stock of
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THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

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Bakers, Confectioners, Caterers,
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Hongkong, July 20, 1910. 369

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Hongkong, April 29, 1911. 818

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GRAND OPEN AIR
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BY
CHING LING FOO

AND
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SATURDAY, 1st July, at 9.30 p.m.

Seating—\$2.00.

Booking at S. MOUTRIE & CO.
Hongkong, June 27, 1911. 844

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at Hongkong and Canton as
GENERAL IMPORT AND EXPORT
MERCHANTS.

CARL BÜDDE & CO.,
KOMMANDITISTENGESELLSCHAFT AUF AKTIEN
HAMBURG.

Hongkong, May 1, 1911. 845

Have you tried our

CORNEE BEEF,

CORNEE PORK,

BEEF SAUSAGES

AND PORK SAUSAGES

Send us your trial orders. We
guarantee entire satisfaction.

THE DAIRY FARM CO., LTD.

Hongkong, November 19, 1910. 86

Popular**ASAHI BEER**

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910. 7122

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MR. MECHAMERMAN.

CONSULTING ENGINEER AND SUR-

VEYOR for Construction, Tally

Statements and Licenses.

ALEXANDRA BUILDINGS

HONGKONG.

WORLD'S NAVIES**Relative Strengths of Lead-****ing Nations**

A parliamentary paper has been
issued showing the fleets of Great Britain,
France, Russia, Germany, Italy, Austria-
Hungary, United States of America, and
Japan, on March 31, 1911, omitting battle-
ships and armoured cruisers over twenty
years old from date of launch, and distin-
guishing, both built and building, battle-
ships, cruisers of various grades, torpedo
vessels, torpedo-boat destroyers, torpedo-
boats, and submarines.

An examination of the figures and a
comparison of the returns demonstrates the
great increase that is being made in naval
armaments by the Triple Alliance, and
more particularly by Germany and Austria.
The strength of the Triple Alliance in
battlehips (built and building), as compar-
ed with Great Britain, is as under:—

Triple Alliance. Great Britain.

BATTLESHIPS.

The battleship fleets of the several Great

Powers are as follows:—

Built. Building.

Great Britain 33 10

France 17 8

Russia 7 7

Germany 33 9

Italy 9 4

Austria-Hungary 11 (authorised) 5

United States 29 8

Japan 15 2

ARMOURD CRUISERS.

Built. Building.

Great Britain 38 5

France 20 1

Russia 4 2

Germany 10 3

Italy 10 0

Austria-Hungary 4 0

United States 15 0

Japan 13 1

PROTECTED CRUISERS—1st CLASS.

Built. Building.

Great Britain 18 1

France 5 1

Russia 7 1

Germany 0 2

Italy 0 2

Austria-Hungary 0 2

United States 3 1

Japan 2 1

PROTECTED CRUISERS—2nd CLASS.

Built. Building.

Great Britain 36 9

France 5 1

Russia 2 1

Germany 24 9

Italy 2 1

Austria-Hungary 3 3

United States 13 3

Japan 11 3

* Including one for Canada.

* Including two for Australia.

PROTECTED CRUISERS—3rd CLASS.

Built. Building.

Great Britain 16 Italy 1

France 3 Austria-Hungary 3

Russia 7 United States 3

Germany 15 Japan 6

None of these boats have been launched
since 1904.

UNPROTECTED CRUISERS.

Built. Building.

Great Britain (built) 3 Italy 3

France 3 Austria-Hungary 3

Russia 3 United States 3

Germany 3 Japan 3

ACQUIS.

Great Britain (built) 3 United States 3

Italy (building) 3

None of the other Powers have vessels of
this class.

TORPEDO VESSELS.

Built. Building.

Great Britain 25 Italy 5

France 2 Austria-Hungary 11

Russia 4 United States 12

Germany 1 Japan 6

* This is also an old type of vessel, none
of the British boats having been built since
1904.

TORPEDO-BOAT DESTROYERS (BUILT).

Built. Building.

Great Britain 177 Italy 23

France 63 Austria-Hungary 19

Russia 97 United States 38

Germany 92 Japan 97

* Including three for Australia.

TORPEDO-BOAT DESTROYERS (BUILDING).

Built. Building.

Great Britain 23 Italy 10

France 21 Austria-Hungary 6

Russia 1 United States 10

Germany 17 Japan 1

TORPEDO-BOATS.

Built. Building.

Of the new type, Great Britain has 36,
launched from 1906 to 1908; none of the
other Powers built only of this type. Of
the older types the totals are:

Great Britain 11 (third class) 11

France (first class) 22 (High class) 22

France (first class) 169 (First class) 12

Russia (first class) 49 (Second class) 37

Russia (second class) 1 United States 37

Germany 1 (First class) 23

(Divisional) 47 (Third class) 1

(Second and third class) 23 Japan 1

Italy 16 (Divisional) 16

(Alto Mare) 25 (First class) 6

(First class) 6 (Second class) 6

(Second class) 35

(Italy has also 25 first-class boats building)

SUBMARINES (BUILT).

Built. Building.

Great Britain 60 Italy 7

France 56 Austria-Hungary 7

Russia 30 United States 18

Germany 9 Japan 9

APPROXIMATE (BUILDING).

Built. Building.

Great Britain 19 Italy 13

France 15 Austria-Hungary 4

Russia 12 United States 12

Germany 12 Japan 12

INSPECTION SOLICITED.

HONGKONG, NO. 27, QUEEN'S

ROAD, CENTRAL.

HONGKONG, JUNE 23, 1911.

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MARINE-MOTORS**CRUDE OIL ENGINE**

BOLINDERS DIRECT REVERSIBLE CRUDE OIL
ENGINES.

Most Efficient and Economical Form of Marine Propulsion.

A sea-voyage of 23 days, without once stopping the engine, has been made by

the "Crudoleo" fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION 1 ct. max. per H.P. Hour.

FAY & BOWEN Kerosene engines and lighting sets.

FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.

ESTIMATES FREE.

ULDERUP & SCHLUTER,

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Hongkong, June 13, 1911.

SHIPOWNERS COMPOSITIONS.**GREYHOUND BRAND****ANTIFOULING PAINTS.****SOLE AGENTS:****OWEN B. WILKS & Co.,**

1st Floor, ALEXANDRA BUILDINGS.

PHONE 909. Teleg. WANDEROS.

G.P. SPECIAL ANTIFOULING FOR YACHTS.

AGENT: CANTON H. LEE.

Hongkong, December 1, 1910. 14

THE HIPPODROME**CIRCUS & MENAGERIE.**

LOCATION: CAUSEWAY BAY.

UNDER A SPECIALLY CONSTRUCTED

MAT. SHED.

GRAND OPENING NIGHT!

JULY 4TH, 1911.

Doors Open at 8 P.M. Overture 9.15.

25 FIRST-CLASS ARTISTES 25

Including the latest and most expensive

ANIMAL ACT

ever brought to the East.

THE LIONS!!! THE LIONS!!!

INTRODUCED BY

G. URBAN,

Prince of Animal Trainers.

NEARLY EVERY ARTIST NEW TO

HONGKONG.

Watch Hand-Bills for Further Advertise-

ments.

Hongkong, June 23, 1911. 849

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SHEWAN, TOMES & CO.,

GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER

Hotels

THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT COUSINE.

Tel. No. K120. Telg. Address "TELMOTEL."

Intimations.

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery.

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COLONIES AGREE.

Conference Approves the Declaration.

The overseas delegates to the Imperial Conference felt indignant at the insult offered to them recently by one of the leading opponents of the Declaration of London.

Writing to the Press, Mr T. Gibson Bowles said:

The rumour is current that the representatives of the King's Dominions beyond the seas have been squared by the Government to agree to the Declaration of London, and that the forthcoming discussion

the Imperial Conference will only register their squared acceptance of the Declaration.

Sir Joseph Ward, the Prime Minister of New Zealand, in an interview on the subject, said, in reply to an inquiry, that there had been no attempt on the part of the British Government to influence him, or, so far as he knew, any other member of the Conference. "As a matter of fact, both before they left their homes and after arriving in England, they had been spoiled with literature condemning the Declaration, and he had been approached by a considerable number of people who wished to influence him against it. He had also found many of the leading merchants and shipowners strongly favourable to it.

"I think there can be no doubt," he said, "that the opponents of the Declaration are magnifying the difficulties to an extent which makes it rather a dubious matter to take their advice. In the course of conversation I have discovered that a great number of them are opposed to the Declaration of Paris, which has existed since 1856. Some of them do not want any Declaration at all, but that would be disastrous. It would lead immediately to chaos and to the old system of privatising, which would be fatal."

"there is a suggestion of pre-organization on the part of the opponents of the measure, who have invoked the services of rear-admirals, evidently assuming that when men who have held such high positions have expressed their views against the Declaration, others would be deterred from giving their judgment according to their ability. From conversations I have come to the conclusion that some of these officers would much prefer that Britain should be under no restrictions at all in time of war. No doubt this is due to extreme confidence in their own ability to settle any point that might arise during war time. And, of course, extraordinary instructions must be given to officers at such times, but I think it is quite against the weight of opinion to leave the matter quite unsettled."

Sir Joseph Ward repeated that the only atmospheric pressure which has been put on him was against the Declaration, but he had made up his mind before he left New Zealand, and he adhered to it, that it was in the best interests of the Empire that the Treaty should be ratified, though he had been quite prepared to change his opinion had he been satisfied that it was a bad thing.

He certainly would have liked to see Britain given an extra representative on the international council for the overseas Dominions, but as to this he was not

to be repeated:

"I have no regrets. I feel confident we have done what is best for the Empire and for New Zealand. I am more satisfied than ever that the crux of the question is the maintenance of the absolute supremacy of the British Navy. The British Navy and British Navy alone can protect and protect the routes for our foodstuffs from the Dominions to the Old Land."

THE DEBATE.

The Imperial Conference assumed its proceedings on June 5th under the presidency of Mr. Asquith, and continued the discussion on the resolution proposed by Mr. Fisher (Premier of New Zealand) concerning the Declaration of London. First, the speaker suggested that the Dominions were not consulted, and secondly he took objection to certain of the Articles. In the result the Conference approved the Declaration. General Botha (Premier of South Africa) said he felt that it was in the highest interests of the Empire that the Imperial Government should not definitely bind itself to any agreement with a foreign country which might affect a particular Dominion, without first consulting that Dominion. He did not wish it to be forgotten that South Africa was a sovereign State, and he was in the past. He only wished to take this opportunity of stating that South Africa claimed this to be a sound principle in the best interests of the Empire. He felt quite satisfied with the decision which Sir John Lubbock had

an earlier stage, and he felt that it would not be fair to pass the first part of the resolution as it stood.

As to the Declaration of London itself, he would not hesitate to vote against its ratification, if he thought it was against the interests of the Empire. The Government, however, had obtained various concessions from foreign Governments, and after careful consideration, he believed that the balance of advantage was greatly in favour of ratification. He argued that if the Declaration of London were ratified it would be possible when Great Britain is in a belligerent, not only to import food-stuffs into the Union through Delagoa Bay, but also, in neutral bottoms, through most of the Union harbours.

Sir E. Morris (Premier of Newfoundland) said that the explanation that the Secretary of State had given as to why the Dominions were not consulted was fair and reasonable, and would commend itself to everyone. As to the general principle of the resolution, it would be only right and in harmony, with the spirit now prevailing that, in future, on matters of this description in which they were interested the Dominions should be consulted. The determination of the B. M. Government to take the Dominions into consultation would, he believed, be one of the most important results of the Conference. As to the Declaration of London, on nearly every point, particularly in relation to the International Prize Court, we had gained considerably.

A NEW RESOLUTION.

Mr Fisher pointed out that the resolution was not intended to hit either the Home Government or the Declaration itself. While there were certain features of the Declaration which the Commonwealth thought to be bad, they did not attack in any way its general trend. There had never been such a definite statement as that made on the previous day by the Secretary of State and then fully

that a new condition of affairs would in future prevail. Under the circumstances he asked leave to withdraw the resolution, and to substitute the following :—

“That this Conference, after hearing the Secretary of State for Foreign Affairs, cordially welcomes the proposal of the Imperial Government, viz:—

- (a) That the Dominions shall be afforded an opportunity of consultation when framing the instructions to be given to British delegates at future meetings of the Hague Conference, and that Conventions affecting the Dominions provisionally accepted to that Conference shall be circulated among the Dominion Governments for their consideration; and
- (b) That a similar procedure, the subject of an opportunity and a subject-matter permit, shall as far as possible be used when preparing instructions for the negotiations of other international agreements affecting the Dominions.

Mr. Asquith said that the resolution carried out exactly what Sir Edward Grey had undertaken should be the procedure in future.

The resolution was unanimously agreed to.

Sir Joseph Ward (Premier of New Zealand) then moved :

That the Conference, after full consideration and debate, approve the ratification of the Declaration of London.

Mr. Fisher said that the resolution would indicate the Australian representatives in

MEASURES OF A DIFFICULTY.
 MR. ASQUITH'S VIEW.
 Mr. Asquith, while fully recognising the
 theocratic Australian Government had
 taken up and the admirable spirit they had
 shown in their desire to secure unanimity,
 declared that his Majesty's Government would
 not be prepared to consent to the Declaration
 of the "Dissolution of the Commonwealth."
 The Declaration was a tremendous step in advance.
 At first of all, there was a code of international
 law which, while not perfect, was an enor-
 mous improvement on what existed before, and
 the Declaration was a still more important
 international "court which might be trusted to
 act impartially for the administration of
 that code. To have got the Great Powers
 of the world into agreement on a point like
 this was a great achievement, and a signifi-
 cant step on the road that they all had
 to travel that it would be an immense ac-
 complishment to the Conference, whatever
 views they might entertain as to particular
 points, agreed to on general resolution
 of the kind they were adopting. The
 Declaration now they did not intend to
 reject, their freedom of action in regard
 to advocating further improvements in the
 future.
 Mr. Asquith said that the Declaration on
 London had not been brought before the
 Conference for approval. The Declara-
 tion, however, was such a great step in
 advance that it would be wrong to stand
 on the "Dissolution of the Commonwealth."
 The Declaration was the "Dissolution of
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 the Commonwealth." The Declaration was
 the "Dissolution of the Commonwealth" and
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THE MANAGER.
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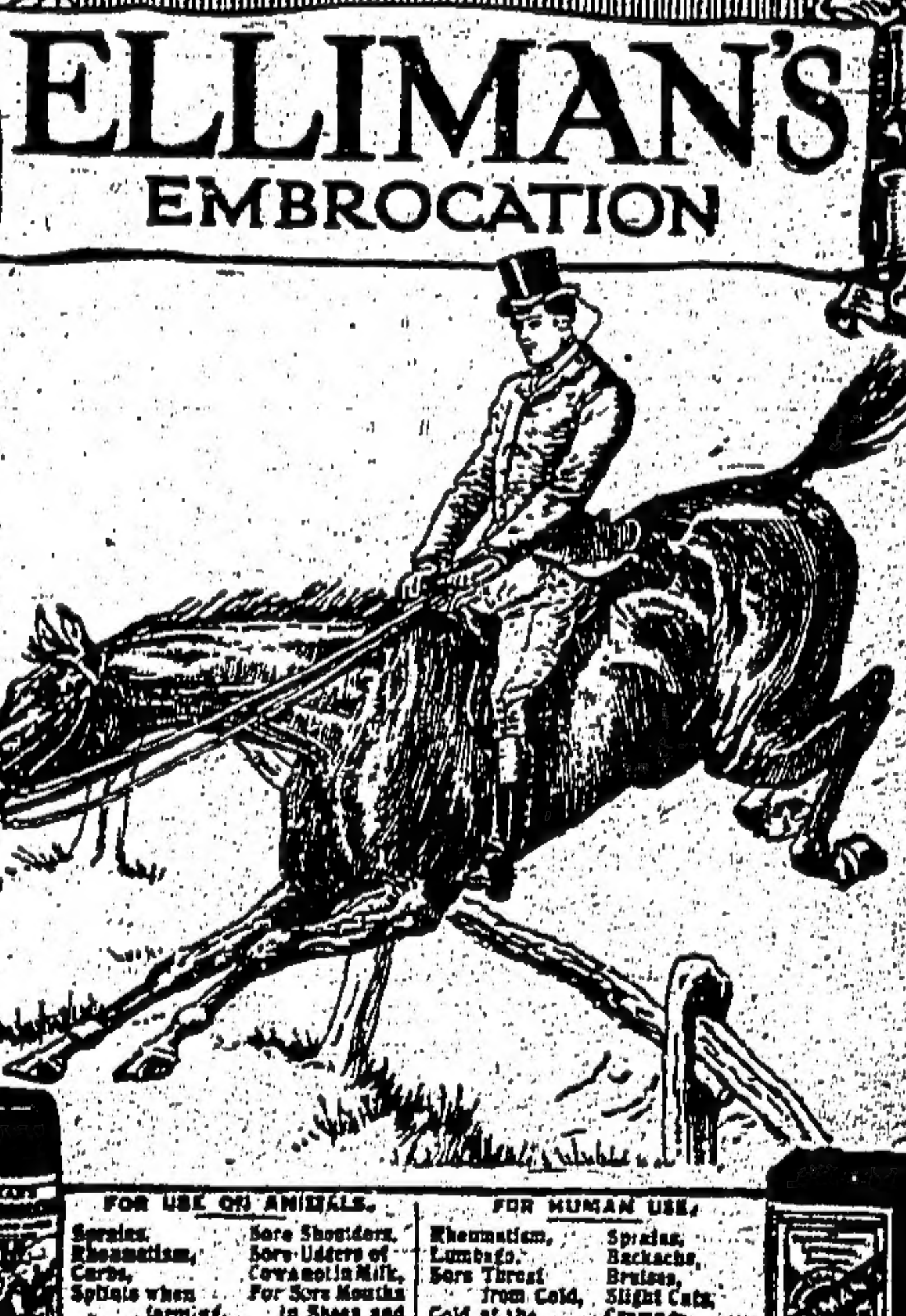
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PICTURES.

OWING to climatic conditions these pictures have to be finished in Shanghai and their exhibition has therefore been POSTPONED until the first week in July.

INSTANTANEOUS SUCCESS OF THE

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UNPARALLELED DANCERS

General Memoranda.

TUESDAY, July 4.—
Declaration of American Independence.
8 p.m.—Hippodrome Opening Performance.
SATURDAY, July 8.—
3.30 p.m.—Third Gymkhana Meeting.
TUESDAY, July 11.—
8.33 p.m.—Full moon.

The China Mail.

HONGKONG, THURSDAY, JUNE 29, 1911.

THE DECLARATION OF
LONDON.

WHEN REUTER informed us that the Imperial Conference had given its voice in favour of the ratification of the Declaration of London we were rather surprised. We recalled the weighty agitation which sprang up at Home when the provisions of the Declaration became known, and we felt convinced that, although receiving this somewhat unexpected setback, those who had conceived their duty to oppose the instrument would still go forward on the lines on which they had set out. Our belief has proved itself to be well-founded, for now that the Coronation festivities are giving way to the serious business of politics we find the movement against the Declaration to have revived with even greater intensity than before. The great meeting of protest held at Cannon Street Hotel, followed by an overflow gathering in the same building, shows how seriously the question is being viewed by those who represent the mercantile shipping interests of the country.

In coming to a decision on the advisability of the ratification of the Declaration, the point of view is everything. One of the chief provisions of the document is that in time of war foodstuffs coming to Great Britain from Overseas would be regarded as conditional contraband. This is a clause around which the fiercest controversy has raged, and quite naturally so, too, when we remember that Britain's population is practically dependent for its food supplies on what is brought to its shores from other countries. The attitude of those who defend this particular provision is that it lays down a definite ruling to take the place of the more or less indefinite usage hitherto existing. This, in fact, constitutes the main argument of the supporters of the Declaration as applied to all its chief provisions. From the discussions on the question at the Imperial Conference it seems that all the delegates, with the exception of the Australian representatives, were convinced of the reasonableness of the Declaration and of the desirability of its ratification. Some of the Overseas' statesmen were, indeed, remarkably enthusiastic in their approval of the instrument. Sir WILFRID LAURIE, for instance, described the Declaration as an immense step in advance; it was, in fact, he said, a first step towards arbitration between nations, and of that they in Canada were entirely in favour.

Sir EDWARD GREY were able to bring to a successful conclusion the negotiations for a treaty of arbitration with America, it would be one of the greatest acts of his career, but such a consummation would, perhaps, be prevented if this Declaration were not ratified, and that seemed to him an overwhelming reason why the Dominions should support the Imperial authorities in regard to it. The view of Sir JOSEPH WARD was that under the Declaration foodstuffs would not be exposed to so much risk as at present, while Dr FINDLAY went so far as to assert that in every respect the Declaration was one of the best things which had been done for commerce for many years. The attitude of mind of both the Australian Ministers who spoke in the Conference was that they did not like the Declaration, but if its ratification was inevitable, as they were evidently persuaded it was, then some good could be gathered out of it by getting an understanding that in future the Dominions should be consulted before their trade interests were thus endangered.

We do not intend recapitulating the arguments against the approval of the Declaration; these are now well-known. As in all big issues, there are, we admit, two sides to the question. But what strikes us with great force is that, so far, those who have been most prominent in their denunciations of the instrument are the practical men of the Empire—members of the big Chambers of Commerce, leading naval experts, and representatives of the mercantile shipping trade. As against this, we find the supporters of the Declaration to be almost exclusively politicians, who cannot have had the practical knowledge of the interests at stake these others have. The House of Commons, we note, is now discussing the question, and we sincerely hope that if the Declaration is ratified it will be materially modified in accordance with the demands of those who know from experience what its likely effect would be if approved without alteration.

VISIT OF WELL-KNOWN
JAPANESE.

By the German mail steamer there arrived in the Colony Mr Yonosuke, who is one of Japan's leading commercial men. He is a member of the famous Mitsui family and is head of the M.B.K., which is the import and export branch of the three distinct businesses owned by this family, the other two being banking and coal-mining concerns.

Mr Yonosuke is staying at the Hongkong Hotel, and will remain here for a week or so, during which time he will study the commercial position in China.

NEWS OF THE DAY.

One gunner and 4 recruits for No. 1 Coy., H.K.S.B., R.G.A., arrived in the Command from Calcutta per s.s. Gregory Apar on 28th inst.

From A. Fong, the photographer, we have received a dozen splendid photographs of the Coronation decorations and illuminations in Hongkong. They are a fine collection and include the Law Courts, King's Buildings the illuminated cruises at night, the portraits included in the Fish Lantern Procession, the review, Statue Square and the Chinese decorative arches.

Dr. Orville Wright, who for several months has been directing the excavations in the river Wye at Chesham, confident of discovering documents to prove that Bacon wrote Shakespeare's plays, has abandoned the search he had been following for some time. The wooden structure found below the bed of the river, believed at first to be directly connected with the object of his enquiry, has proved to be only the foundation of a Roman bridge. The explorer declares that he has not yet lost confidence and will dig another part of the river.

With the arrival of the C. M. S. Kiangtse at Shanghai the news was received that during the last voyage to Ningpo Mr J. H. Hudson, the third officer, had mysteriously disappeared. The unfortunate affair occurred on the night of June 21st. Mr Hudson had been on the bridge, but about midnight left to make the customary rounds of the ship. From that time nothing has been seen of him, and it is feared that he met with an accident and that he fell overboard. After Mr Hudson had been absent from the bridge for some time the quartermaster was sent to look for him, but failing to locate him a thorough search of the ship was made. This also proved futile, and there is still no light on the mystery. It seems, however, only too certain that the unfortunate officer has met his death through drowning.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Yernon and Smyth, is 4s. 1d.

H.M.S. Monmouth is in dock undergoing an overhaul.

H.M.S. Flora and H.M.S. Astraea left for Wei-hai-wai yesterday.

Four more cases of plague (two fatal) to-day make the year's total 177.

The magnificent new film showing the aviation race meeting in which two French Ministers were seriously wounded and one killed is to be exhibited at the Victoria Theatre to-night, as well as the film showing the funeral procession of Mr. Bortoluzzi.

Someone entered No. 590, Queen's Road West, ground floor and got away with a box of clothing and money to the value of \$169.—Another thief also entered the quarters of a sergeant of the R.O.Y.L.I. No. 10 Block, Kennedy Road, and stole a number of articles valued \$85.

About 5.30 o'clock on Wednesday while the folks were all at dinner at the Taci Shang Loong shop, No. 12, Bonham Street, one folk suddenly got up and left the table. As he did not return the others went to look for him and were horrified to find him lying dead in the kitchen with his throat cut from ear to ear, life being extinct.

A curious paragraph appears in a Russian paper to the effect that with a view to encouraging the rapprochement with Russia, there have been removed from the Tokio Military Museum General Kuropatkin's bed and the various captured Russian standards and insignia. It is also intended, continues the account, to veil the siege and other captured guns exhibited in the public square of Japanese towns that are visited by Russians. The Russian journal adds that exceptional attention is being paid to Russian visitors in Japan.

There is a report that the South Manchuria Railway Company contemplates inaugurating a steamship service between Dairen and Chefoo, via Newchwang, Taku and Jiaozhou. If a charter be obtained for the proposed service (the Japan Gazette states), the Company will open the service either towards the end of this year or early next year. It is further reported that the Company has opened negotiations with the Osaka Iron Works and a shipbuilding company in Hongkong for the construction in each yard of a 1,100-ton steamer to be used on the new route.

The celebrations of King George's Coronation at Shanghai which went on with scarcely a minute's interval from eight o'clock in the morning until the late afternoon faded into insignificance when compared with the scene after dinner. Never before had the streets of the settlement witnessed such a spectacle; it is very improbable that anything even approaching the scenes of the night will present themselves to the inhabitants of the present era. Those who recalled the rejoicings in 1897 and in 1902, at the Diamond Jubilee and the late King's Coronation were unanimous in the opinion that these were dwarfed completely by this year's celebrations.

SOCIAL AND PERSONAL.

Mr Fabian Ware has resigned the editorship of the London Morning Post.

A telegram from the Hague of 15th inst. announces the death of Johan Svendsen, the Norwegian composer.

The Transvaal mines in May produced gold to the value of £2,913,784, the largest amount in their history.

A memorial to Lord Clive at Moreton Bay, near Market Drayton, was unveiled on June 13 by Lady Mary Herbert.

The London Morning Post states that Sir A. J. Wilson is retiring from the judicial committee of the Privy Council.

Drs. W. H. Graham Aspland, A. R. Young and Stenhouse have been decorated with the Double Dragon of the third order, in recognition of their services in connexion with the plague.

The Times states that it is understood that Sir Rufus Isaacs will shortly be appointed a Lord of Appeal and that he will be succeeded as Attorney-General by Sir J. A. Simons, Solicitor-General. Mr Buckmaster, K.C., will be the new Solicitor-General.

IN THE COURTS.

For returning from banishment a native was sentenced to six months' imprisonment and four hours' stocks.

A fine of \$350 was imposed on the master of a ship at West Point, for offering a bribe of \$5 to Sanitary Inspector K. W. Taylor. The fact, to whom the master handed the money to give to Inspector Taylor, was bound over in the sum of \$100 to come up for judgment if called upon.

The master of the steam launch Yaw Sang was fined \$20 by Commander C. W. Beekwith, R.N., at the Marine Court to-day, for carrying 100 passengers in excess of the number allowed. Defendants said it was the first night of the Hongkong coronation (celebrations) and there was a crowd of country people who rushed on board the ferry launch and refused to go on shore again.

THE PROUDLOCK CASE.

CONDEMNED WOMAN
DECLINES APPEAL.

Throws Herself on Sultan's Mercy.

(From Our Own Correspondent.)
SINGAPORE, June 29.

Mrs Proudlock, who is lying in gaol under sentence of death for the murder of Mr Stewart at Kuala Lumpur, has written a pathetic letter to her counsel in which she withdraws her desire for an appeal hearing against the sentence.

She says she is unable to bear the horror of the suspense which this would involve or to go through the ordeal of another trial.

She therefore appeals to the Sultan of Selangor to have pity on her sufferings and to grant her a free pardon.

[Note.—The question of commuting the sentence rests entirely with the Sultan of Selangor who will consider the recommendation for mercy with the State Council at Selangor, acting, of course, on the advice of the British Resident of that State.—E.D.M.]

ADMIRAL TOGO
FAVoured.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 29.

Admiral Togo was singled out for special honour at the Naval Review, being admitted on board the battleship on which were King George and the Royal visitors to the Coronation.

AUSTRALIA'S COMING
NAVY.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 29.

Preparations for the formation of the Australian Navy are going ahead in Sydney.

Eight hundred sailors will be called for next month.

DECLARATION OF
LONDON.

DEBATE IN THE COMMONS.

"A National Calamity."

(Reuter's Service to the China Mail.)

LONDON, June 29.

Moving the second reading of the Naval Prize Bill, (the passing of which renders the Declaration of London effective), Mr T. McKinnon Wood, Under Secretary of State for Foreign Affairs, emphasised the support which the Overseas Premiers had given to the Declaration of London. He said the Hon. Louis Botha, South African Premier, viewed the matter from the South African standpoint and had pointed out how these agreements would improve South Africa's position in the event of war, especially in the matter of the abandonment of the doctrine of continuous voyage.

Mr McKinnon Wood further said that the Agreement removed uncertainties from which British commerce would be the worst sufferer, while it in no wise weakened our naval efficiency as a belligerent either as regards blockade or otherwise. It created no dangers which were not existing now, but, on the contrary, it lessened the existing risks. If we refused to ratify the Declaration we risked having our food declared absolute contraband. The Declaration, however, could not be regarded as a substitute for the Navy, for we must still depend upon a strong Navy for our safety.

Sir B. B. Finlay (U.) said the constitution of a Prize Court on which Britain would only have one member out of fifteen, while the United States and Japan would nominate seven, was outrageous. The Government had completely surrendered British principles on the questions of contraband and the destruction of neutral vessels, and though the Declaration had the support of America and Japan its ratification would be a national calamity.

LABOUR LEADER'S
"SOCIETY" DINNER.

VIGOROUS REPLY TO CRITICS.

(Reuter's Service to the China Mail.)

LONDON, June 28.

Mr Ramsey MacDonald, in an article in the Socialist Review, denounces the resolutions passed by various branches of the Labour Party, condemning him for lunching with the Rt. Hon Mr R. B. Haldane on the 18th of May.

He describes the resolutions as "impertinent and noisy claptrap." The invitation emanated from the Kaiser, and was carefully considered by the officers of the Labour Party. The writer concludes by saying that one may as properly discuss Socialism with the Kaiser as with Mr. Balfour or Mr. Asquith.

DEEP-SEA SEALING.

AN INTERNATIONAL AGREEMENT.

(Reuter's Service to the China Mail.)

LONDON, June 29.

The Times Washington correspondent states that the result of the recent Conference at Washington is that Britain, Russia, the United States and Japan have arranged to suspend pelagic sealing for a period of 15 years.

Canada and Japan are each to receive compensation and will share in a yearly dolo of skins from America and Russia, both of whom pledge for that purpose 30 per cent. of their respective catches in order to counteract poaching.

The contracting Powers agree not to admit skins of unknown origin.

China, Mexico, Chile and other countries will be approached and requested to prevent the use of their flags on the high seas by seal poachers.

CORONATION ENVOYS
DEPARTING.

BUSY SCENES.

(Reuter's Service to the China Mail.)

LONDON, June 29.

The railway stations are extremely busy over the departure of the first parties of Royal guests to the Coronation. The Duke and Duchess of Connaught and other Royal personages, as well as the Ambassadors concerned, have been to the stations saying farewell to the departing visitors.

AUSTRALIA'S MILITARY
COLLEGE.

CADETS FROM NEW ZEALAND.

(Reuter's Service to the China Mail.)

LONDON, June 28.

Lord Dudley, the Governor-General, in opening the Australian Military College at Duntroon, said he was glad that New Zealand was sending cadets there. The friendship thus formed would lead to a closer bond between the two sentinels of the Empire in the South Seas.

FRENCH CABINET
COMPLETED.

(Reuter's Service to the China Mail.)

LONDON, June 28.

The French Cabinet has been completed. M. Cruppi has been appointed Minister for Justice; M. Deselves, Prefect of the Seine, Minister for Foreign Affairs; a civilian, M. Messimy, has been appointed War Minister, and M. Lebrou, Minister for the Colonies.

FESTIVAL OF EMPIRE.

VISIT OF JAPANESE SAILORS.

(Reuter's Service to the China Mail.)

LONDON, June 28.

Eight hundred Japanese sailors visited the Festival of Empire to-day.

AUSTRALIA'S NEW
GOVERNOR-GENERAL.

LORD DENMAN DEPARTS.

(Reuter's Service to the China Mail.)

LONDON, June 28.

Lord Denman, the new Governor-General of Australia, has left for the Antipodes, accompanied by Lady Denman.

Mr Justice Harlan, of the United States Supreme Court, who stood out against the finding of his brother justices in the case of the Standard Oil Company, has filed a new dissenting opinion couched in very vigorous terms. He treats his eight associates with scorn as interfering people, guilty of usurpation of legislative functions, and declares that the decision will result in much litigation, while its injurious effect must be felt for many years to come.

TIBETAN AMBAN
UNEASY.

(Wah Tei Yat Po's Service.)

PEKING, June 28.

H. F. Chung Yin Tang, Chinese Minister in Washington, has wired urging the conclusion of an alliance between China and America.

BANK AMALGAMATION.

(Wah Tei Yat Po's Service.)

PEKING, June 28.

The Board of Revenue has wired to the various provinces that all provincial banks should be amalgamated with the Imperial Bank of China, but the Viceroy and Governors do not approve of such a scheme.

It has been noticed during the last few months that the tides in the vicinity of the Taichow Islands, the rocks on which the P.M. steamer Asia went ashore, have been very unusual in character. One of the China Navigation steamers that recently passed the spot found herself set in, after making allowances for changes of course, a distance of sixteen miles.

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HOME CRICKET.

(Reuter's Service to the China Mail.)
LONDON, June 29.
Following are the latest cricket results:—
Middlesex won by 9 wickets.
Kent won by 153 runs.
Hampshire won by 5 wickets.
Cambridge lost. Lovett, Gower's team by 71 runs at Eastbourne.
Lancashire won by 9 wickets.

SHIPPING STRIKES.

MANY SETTLEMENTS EFFECTED.

(Reuter's Service to the China Mail.)
LONDON, June 29.
A Conference of British shipowners is to take place to-day to consider a proposal to fix a standard wage.
The shipowners of Liverpool yesterday agreed that each Company should have freedom of action in granting or refusing concessions.
Subsequently seven lines arranged a settlement with their men.
Other Companies are expected to follow suit, thus terminating the strike so far as the Mersey is concerned.
Mr. Havelock Wilson, the strike leader, announces that nearly every Company in London has settled with the men.
The situation is most serious at Hull, where the railwaymen threaten to strike to-day in support of the seamen.

SERIOUS DEVELOPMENTS.

LONDON, June 29.
The strike has developed seriously at Liverpool and Manchester, where 14,000 seamen are idle.
Shipping is at a standstill.

SHIPOWNERS' DECISIONS.

LONDON, June 29.
A conference of 100 shipowners of the United Kingdom has decided that a moderate increase of wages might be given at certain ports in view of the present trade conditions.
The Conference recommended the Shipowners' Association to fix a standard rate of wages for respective districts, and advised the Shipping Federation to extend its functions so as to cover wages disputes.
The meeting unanimously decided to oppose the demands for recognition of the Sailors' Union and the Firemen's Union.

THE POLITICAL SITUATION.

MOMENTOUS TIMES.

(Reuter's Service to the China Mail.)
LONDON, June 29.
In consequence of the attitude of the Lords in regard to the Veto Bill, the Liberal members of the House of Commons who are contemplating visits abroad have been warned not to leave the country.
The suspense in political circles is ascribed as more intense now than in the autumn of 1909, when the House of Lords was debating the expediency of rejecting the Budget.

LORDS FLY IN FACE OF GOVERNMENT.

LONDON, June 29.
The House of Lords has resumed discussion of the Parliament Bill.
Lord Cromer moved an amendment to the effect that a committee of seven members of each House shall determine whether any measure is purely financial, instead of leaving this function to the Speaker, as proposed by the Bill.
Lord Morley said that nothing would induce the Government to accept the amendment.
The amendment was subsequently passed by 163 votes to 44.
Lord Lansdowne supported Lord Cromer's amendment, and said it was impossible for the Speaker to be absolutely impartial between the two Houses.
The appointment of a joint committee was most important, because it would establish a more intimate contact between the Lords and the Commons.
Lord Loreburn said the proposal was a greater invasion of the liberties of the Commons and ancient usages with regard to a Finance Bill than anything yet proposed.

INTENTIONS OF THE PEERS.

LONDON, June 29.
While nothing definite is known as to the final intentions of either the Government or the Opposition, the belief is widely held on both sides that there will be neither a wholesale creation of Liberal Peers nor a General Election.
The Peers will not, it is said, press matters beyond eliciting from the Government an unequivocal threat to create further Peers, in which case they will then pass the Veto Bill without opposition, leading to a new year.

COLONIAL TROOPS AT WINDSOR.

(Reuter's Service to the China Mail.)
LONDON, June 29.
The Colonial Troops have visited Windsor Castle.

LATE TELEGRAMS.

THE CORONATION CELEBRATIONS IN CHINA AND JAPAN.

TOKYO, June 29.
This morning service was held at St. Andrew's Church, Tokyo, in commemoration of the Coronation. In the afternoon a garden party was given at the British Embassy.
In the evening a dinner was given by the Charge d'Affaires of the British Embassy at the Imperial Hotel. The guests were exclusively British. Those who took part in the lantern procession numbered 20,000 citizens of Tokyo, who marched from Hibiya Park to the British Embassy. The number of onlookers was tremendous.

PEKING, June 29.
The Coronation Service was celebrated this morning in the most brilliant weather and with perfect success. The staffs of all the Foreign Legations and detachments of all the Legation guards were present. The Chinese representatives included Prince Tai Hui, representing the Emperor, Prince Tai Tso, Prince Yu Lung, Prince Fu Lun, Prince Tai Fu, Prince Su, and Prince Kalmahin. The officials present were Their Excellencies Na Tung, Hsu Shihchang, Admiral Tan and General Yin Chang.

The Right Rev. C. P. Scott, D.D., read the Service, the musical portions of which were accompanied by the Imperial band.
Prince Ching's health prevented his attending but he was to call on Sir John Jordan, the British Minister, this afternoon.—N. O. Daily News.

COUNTY CRICKET.

LONDON, June 29.
In the matches played on June 19, 20 and 21—Middlesex beat Gloucestershire at Lord's by seven wickets; Warwickshire beat Derbyshire at Blackwell by 14 runs; Sussex beat Cambridge University at Brighton by one wicket; Surrey beat Northamptonshire at the Oval by nine wickets; Lancashire beat the All-Ireland team at Manchester by nine wickets; Essex beat Worcestershire at Leyton by six wickets; Hampshire beat Leicestershire at Portsmouth by 108 runs; and the match between Yorkshire and Kent at Sheffield was drawn.—N. O. Daily News.

U. S. ARMY REORGANISATION.

WASHINGTON, June 19.
Representative Julius Kahn of California has introduced into the House a joint resolution providing for a committee of the two houses of Congress to make a thorough investigation of the Army of the United States and to report a plan for the reorganization of the Army upon an up-to-date basis.
The resolution is the outcome of the movement looking toward the reorganization of the Army to eliminate the defects that have appeared within the last few years, particularly those which have become manifest through the mobilization and manœuvres in the last six months along the Mexican border.

OPPOSITION FOR TAFT.

WASHINGTON, June 19.
That President Taft is not going to have things all his own way in the next Republican national convention is made evident here to-day by the definite announcement that Senator Robert M. La Follette will be a candidate for the Republican nomination for the Presidency in 1912.
Senator La Follette will lead the national organization of the Republican progressives in their effort to control the party in the next national convention. The progressive organization has established a press bureau and is already conducting an active campaign throughout the country the main purpose of which at present seems to be to obtain control of the Republican organization in as many States as possible.

TO ENTERTAIN TOGO.

WASHINGTON, June 29.
Congress yesterday passed a bill appropriating \$10,000 to be expended in properly entertaining Admiral Togo of the Japanese Navy, who will be a visitor to the United States and will be a guest of the government as soon as he arrives from London, where he was the chief Japanese delegate to the Coronation of King George.

MR LLOYD GEORGE AND BIRKBECK BANK.

LONDON, June 15.
Mr. Lloyd George, the Chancellor of the Exchequer, replying to a question in Parliament regarding the suspension of payment by the Birkbeck Bank, first read the report of accounts of the Bank, and remarked that its financial trouble dates back to the days of the Transvaal War, when the price of mortgages, on which the Bank had advanced loans, fell considerably, the result being that the Bank was obliged to pay out all its reserves. In 1900 the Bank also took up the Colonial bonds, the price of which subsequently fell. These explanations elicited appreciation from the official side. He concluded his remarks by describing the attack by the Unionists on this subject as cowardly.—N. O. Daily Mail.

GOVERNMENT HOUSE.

His Excellency the Governor gave an official dinner at Government House last night, the guests including the following:—
Mr. G. M. Young, Mr. and Mrs. Stodart Kennedy, Mr. C. S. Gubbay, Mr. and Mrs. Berindesque, Mr. and Mrs. Eldon Potter, Mr. R. M. Dyer, Mr. and Mrs. Tisdall, Mr. and Mrs. Crane, Mr. Shollin, Captain and Mrs. Garnett, Major Kirkpatrick, Major Taylor, Dr. and Mrs. Schofield, Mr. Finner, Mr. Goddington, Mr. Howatson, Dr. Tollemaere, Monsieur Danjon, Mr. and Mrs. Claxton, Mr. Garrett, Mr. E. A. Irving, Mr. and Mrs. Wakeman, Mr. M. H. Logan, Mr. and Mrs. Montague Ede, Mr. W. D. Earnest.

EUROPEAN DEBTOR'S ATTEMPTED ESCAPE.

The case in which John Tait, a debtor, was charged with attempting to escape from legal custody while being conveyed from Victoria Goal to the Supreme Court on June 16, was continued before Mr. F. A. Evelyn, at the Magistrate's court this morning.
Mr. F. B. L. Dorsey, Crown Solicitor, prosecuted and Mr. W. B. Hind defended.
His Worship in giving his decision on the points raised said:—With respect to the legal point raised herein my finding is in favour of the defendant because I am of opinion that the Common Law offence of escape does not apply to prisoners in custody on civil process. The definition which has been adopted in all the text books with respect to this common law offence is the one set out in volume II, of Hawkins's plea of the Crown, chapter XVII, section V. The headnote in this chapter is as follows:—Of hindrances in bringing offenders to public justice, etc., and the definition in section V, reads as follows:—As to such offences by the party himself, without force, which seems properly to come under the notion as escapes, there is little remarkable in the books; but therefore I shall content myself with taking notice that as all persons are bound to submit themselves to the judgment of the law, and be ready to be justified by it, whoever, in any case, refuses to undergo that imprisonment which the law thinks fit to put upon him, and frees himself from it by any artifice, before such time as he is delivered by due course of law, is guilty of a high contempt, punishable with fine and imprisonment." This word "offenders" in the headnote means a criminal offender. To make it quite clear, where the above definition is given in practically the same language the learned author has also interpolated the words "where arrested on criminal process." The charge is therefore dismissed.

THE REMOVAL OF DEBRIS.

A case in connection with the removal of a mound of debris from the Italian Convention came before Mr. Justice Gompertz, at the Supreme Court this morning, when Cheng Fuk Hing sued the Tsun Shing firm and the Tsun Sing, managing partner therein to recover \$508, balance for work done.
Mr. C. Wilson appeared for plaintiff and Mr. B. Johnson defended.
Mr. Wilson said that was a claim in which the question of arithmetic very largely entered. It was divided into two parts, for work done and the removal of a certain mound of earth at the Italian Convention. The other part was for earth supplied. He thought it would result in a question of whether the calculations of plaintiff were correct or whether those of defendant were correct. The facts were that plaintiff, who was a contractor, about the middle of December 1909, agreed with the defendant firm to supply earth at the price of \$7.70 per cubic yard which was about 12½ feet square and 1½ feet deep, it being part of the arrangement that the earth should be measured by a wooden barrel.
His Lordship said it is simply a question of accounts, it had better be referred to the Registrar.

Mr. Johnston said as far as the earth supplied is concerned I deny any liability at all. As regards the removal of the debris I say I paid him in full except \$40.00 and I have paid \$40 into court.
Continuing, Mr. Wilson said that plaintiff commenced on the first part of the contract about December 16, 1909, and went on until the middle of January 1910 when he noticed that the value or measure used by defendant's firm was larger than that agreed upon and certain calculations were made.
His Lordship gave judgment for plaintiff for the amount paid into court and costs up to the date of paying in.

HEALTH IN THE TROPICS.

Dr. James Cantlie, formerly of Hongkong, is reported to have expressed the following views in the course of a recent discussion:—The younger the age at which a man proceeds to the tropics the greater the risk of contracting disease. The chance of a youth of 18 to a man of 25 contracting disease are about 2 to 1; and a man between 30 and 40 about 10 to 1. I never have any hesitation in recommending a healthy man of between 30 and 40 to proceed to the tropics to take up work there; but I do my best to dissuade any one under 21 doing so. Every year of life over 24 lessens the chance of contracting illness, and a healthy man of 30 has a 50 per cent. better chance of combating the climatic conditions. Immune from disease than a youth under 20. It is usually about two years after taking up residence in a warm country that effects of climate are manifested, and it depends upon soundness of mind and limb and the strength of character of the individual, what the future is to be.

CORONATION CELEBRATIONS.

Thanking Government Officials.

H. E. The Governor has received the following acknowledgment of the services of the officials from Sir Francis Pigott as Chairman of the Coronation Celebrations Committee:—
Sir,—I have the honour to request your Excellency to convey to the Heads of the different Departments, and their officers, the thanks of the Committee for their efficient co-operation during the recent celebrations:—
To the Director of the Public Gardens for his untiring zeal in promoting the success of the Fête on the first night;
To the Harbour Master, for his strenuous labours which brought about the success of the fireworks and other work in the Harbour on the second night;
To the Director of the Public Works Department, for falling in with the general scheme of illumination, and making the Government Buildings so effective a part of the display;
And, finally, to the Captain Superintendent of Police, on whose forethought the success of such undertakings entirely depends.—I have the honour to be, Sir, your Excellency's most obedient servant,
(Sd.) F. T. Pigott, Chairman.

P.S.—I have forgotten the Postmaster General.

THE "TIGER" AGAIN.

Chong Kow, a farmer, at Pin Ho, Lantau Island, reports to the police that between the 24th and 26th inst. some wild animal or animals got hold of two young bullocks and after severely mauling them they died. On the night of the 26th two more were killed and several others badly injured. All the cattle on the island have been removed to the island of Po Tung for safety.

THE HARBOUR TRAGEDY.

Coxswain Charged with Manslaughter.

Chan Loi, coxswain of the ferry launch Wa Hung, was charged before Mr. F. A. Hazeland at the Magistrate's court this afternoon with manslaughter in connection with the recent collision in the harbour.

Mr. Reader Harris appeared for the prosecution and Mr. G. E. Hall Bruton defended.

Mr. Harris said that he proposed to prove that soon after 11 a.m. on the morning in question defendant's launch, defendant being the coxswain, was approaching Yaumatei from the south. About the same time the sunken launch was leaving its wharf at Yaumatei and was approaching the narrow channel between the two beacons. The sunken launch turned round to get to Hongkong and shortly after leaving the wharf the coxswain of the sunken launch saw another launch approaching beyond the beacon at about 600 or 700 yards away. He then blew a long blast on the whistle merely as a note of warning which was replied to by the Wa Hung by a long blast. The coxswain of the sunken launch continued on its course intending to pass through the narrow fairway between the beacons rather towards the west beacon. The other vessel also came on and, as was expected, would in the ordinary course of events have parted her helm in order to get to her wharf, instead of which it came through between the beacons at full speed directly in the direction of the other launch. When the coxswain of the sunken launch saw that he went to starboard and the Wa Hung manned into the Wa Hung, thereby admitting making a hole about 3 feet wide and 4 feet deep. The two vessels locked for some little time. He would call evidence to show that defendant was not at his post at the time of the collision.
Evidence was called, and the case was adjourned until to-morrow.

KAISER AS DEFENDANT.

Kaiser Wilhelm will shortly be the defendant in a suit in which \$20,000,000 is at stake. The plaintiffs are two direct heirs of the Russian soldier-statesman, Field Marshal Count Burkhard (Christoph) von Munnich, upon whom Frederick the Great conferred the vast estates of Bagen in return for his services in securing the Russian alliance for Prussia.
Count Munnich fell into disgrace upon the accession of the Empress Elizabeth of Prussia and was sentenced to be executed. He was actually sent to Siberia for 20 years, and was completely stripped of his estates by Elizabeth. Peter III. recalled him and he again enjoyed great power at the Russian court. On his death in 1787 Frederick the Great transferred the Bagen properties to Munnich's son, Ernst. In consequence of litigation Ernst Munnich never obtained possession of the estates, and they passed to the Prussian Crown.
The descendants of Munnich say now that they have the royal deed of gift and are able to prove their lineage. They intend to sue in the Prussian courts.

MAY REBB'S RETURNS.

Bacon—7,042 lb.
Golden Eggs—10,260 lb.
Asiatic—24,231 lb.
Peaches—29,165 lb.
Ribs—14,275 lb.
Beavers—1,831 lb.
Salads—15,889 lb.
Salmon—8,887 lb.
Anglo-Malay—52,500 lb.
Rural Kinds—7,132 lb.
Rural Cheese—4,454 lb.
Eggs, L. B. Rubber Co., Ltd.—1,460 lb.

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Strambhagan Hall, by James Blyth.
The Case, by Frank Swinnerton.
Brother Copas, by J. Q.
Dolores, by Compton Burnett.
A Ghost from the Past, by Alice Maud Meadows.
Nina, by Roseline Mason.
Isola, by Alice M. Diehl.
Half a Truth, by Rita.
Laidlaw's Wife, by Florence Warden.
Off the Main Road, by Victor L. Whitechurch.
The Women in It, by Charles Garvice.
The Real Mrs. Helyar, by E. M. Channen.
Brazzard the Great, by Maurice Hewitt.
The Pinfold, by J. S. Fletcher.
The Lord of Labour, by George Griffith.
The Unknown God, by Putnam Wells.
The Reign of the Saints, by John Tavares.
Pete's Progress, by Christopher Heath.
Jack's Adventures, by James Barlow.
Dead Man's Love, by Tom Gallon.

THE EDWARD DISPENSARY, C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGER:—CHENG KAM MING
(Late Head Dispenser, Government Civil Hospital).
PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS. PATENT MEDICINES.

PRICES MODERATE.
62A, Queen's Road Central.
Hongkong, February 9, 1911. 194

FIRE AT GOVERNMENT HOUSE, SINGAPORE.

In the course of the celebrations at Government House, Singapore, on coronation night, June 22, a wholly unlooked for illumination was provided by the house of Mr. McMullen going ablaze. The structure is a wooden, attic-roofed affair situated behind Government House but separated from it by some trees.

At the time of the outbreak the crowd in the grounds was very much engrossed in the display of fireworks at the front of the House; and the rear part of the House was ignored. Unseen, a fragment of burning material from a spent rocket must have lit on the dry attic roof which immediately responded by taking light. It was up in a formidable blaze before it was noticed and the alarm given.

Several police officers and a number of policemen were instantly on the spot and a few of the public were attracted by the rising sparks. It was known that Mr. McMullen's two children must be inside the building and Inspector Meredith went to their rescue. He found them peacefully asleep in their mosquito-proof room and brought them into safety; not a bit too soon for the roof over the room was burning and it collapsed a few minutes afterwards. Inspector Hickey busied himself in saving as much of the furniture as possible and indeed succeeded in getting out practically everything but the beds and the pictures. Inspectors Lucas and Dunn also rendered assistance.

Mr. Port, superintendent of the Fire Brigade, happened to be at the front of Government House when the fire was beginning to rage and he caught sight of the sparks. Ascertaining the cause he immediately telephoned for the brigade, which was on the spot before many minutes had elapsed. The superstructure of the house, the walls and roof, was obviously lost beyond salvation but the basement portion was left intact. The fire was extinguished before it reached the basement and the brigade took precautionary measures to save the neighbouring buildings. Government House itself was never in any actual danger, although the trees between it and the burned house were badly injured.

So quietly did the occurrence begin and end—or so unengaged was the crowd at the front of the house—that a large number of people who were within a hundred yards of the very spot were none the wiser.

HONG KONG—NEW YORK.
REGULAR SAILINGS via PORTS and SUEZ CANAL.
(WITH LIBERTY TO CALL AT MALABAR COAST).
FOR BOSTON AND NEW YORK:
S.S. LOVAT.....on or about 2nd July.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS!
TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "AFRIC LINE"
Proposed Sailings from Hongkong:
Steamers from Hongkong. On or about. Connecting at Unalaska with. No. of days.
LAISANG.....1st July.....A Steamer.....
For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

EXPANDED METAL
FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION.
AS USED IN
NUMEROUS
IMPORTANT
WORKS
IN
GREAT BRITAIN
AND
AMERICA.
FOR
CEILINGS,
PARTITIONS,
EXTERIOR
WALLS,
FOUNDATIONS,
FLOORS,
ROOFS,
&c.
THE PREMIER REINFORCING MEDIUM
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.
Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & CO., LTD., MACHINERY DEPT.

OREGON PINE LUMBER.
LARGE STOCK OF ALL SIZES ON HAND.
The British Wood Preservative "ANTHROL"
Destroys WHITE ANTS and prevents decay.
DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED,
ESTABLISHED 1770.
THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China of the above Company's
WHISKIES.
DODWELL & CO. LTD

INVESTED FUNDS Over £2,000
OVER £12,000,000. PAID DAILY IN CLAIMS
THE STANDARD LIFE OFFICE
£1,000 POLICY FOR £2.0.8.
The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.
PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.
For rates and full particulars apply to
DODWELL & CO., LTD., Agents.

TOLARETS
MARTELES
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D.C.L. GINS
AMSTEL PILSENER BEER
H. PRIOR & CO., LTD.
HONG KONG
CLIFFORD WILKINSON'S STARSAN
BURGUNDIES
DOCTOR MACKENZIES INVALID STOUT
KING GEORGE IV WHISKY
WHITEWINE

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	CEYLON	7 a.m.	Freight only.
Port Said & Marseilles	Capt. A. E. A. Baker	30th June	
Yokohama, Kobe, & Yokohama	SYRIA	Daylight	Freight and Passage.
Yokohama	Capt. D. C. GREGOR, R.N.R.	2nd July	
Yokohama	ASSAYE	About	Freight and Passage.
Yokohama	Capt. G. W. COCKMAN, R.N.R.	8th July	
LONDON, via Suez, Port Said, & Marseilles	DELTA	Noon, 8th	See Special Advertisement.
LONDON & ANTWERP	NUEIA	About	Freight and Passage.
Port Said & Marseilles	Capt. E. J. Fox	13th July	

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hong Kong, Shanghai, Yokohama, Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
EMPERESS OF INDIA	EMPERESS OF IRELAND
Saturday, 1st July	Friday, 28th July
EMPERESS OF JAPAN	ALLAN LINE
Saturday, 12th July	Friday, 18th Aug.
EMPERESS OF CHINA	EMPERESS OF BRITAIN
Saturday, 12th Aug.	Friday, 27th Sept.
EMPERESS OF INDIA	ALLAN LINE
Saturday, 2nd Sept.	Friday, 28th Sept.
EMPERESS OF JAPAN	EMPERESS OF IRELAND
Saturday, 12th Sept.	Friday, 20th Oct.

Express Steamships leave Hongkong at 6 p.m. and Montreal at 12 Noon. All steamships of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The Empress of Japan and Empress of Ireland are magnificent vessels of 14,500 tons, speed 22 knots, and are reported as second to none on the Atlantic.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route. R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (armed Intercontinental), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further information, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL
MERCUR	3789	Ruben Wilhelmsson	June 30th, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
MAICHING	Capt. W. C. PARRSON	FRIDAY, 30th June, at 11 a.m.
MAICHING	Capt. J. W. EVANS	SUNDAY, 2nd July, at 10 a.m.
MAICHING	Capt. J. S. ROACH	FRIDAY, 7th July, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf, near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO., General Managers.

SWEDISH EAST ASIATIC CO., LIMITED.

GÖTEBURG.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

Destination	Steamers	Date of Sailing
SHANGHAI, YOKOHAMA, YEDDO		About 2nd August
Kobe & Moji		

For Freight and further Particulars apply to

Olof Wijk & Co., CHINA AGENTS, LUTTERBOLAG.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm SEASIDE ROUTE across the Pacific, via Hawaii, Japan, the most fertile and beautiful island of the Pacific.

PROP. RED SA LINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 18th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY, 28th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000	FRIDAY, 22nd Oct., at 1 p.m.
SIBERIA	18,000	FRIDAY, 19th Nov., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 26th Nov., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The s.s. MONGOLIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, the 18th July, at 1 p.m.

Fares: Hongkong to London £71, 10/0. Return six months £120. 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

Persia	9,000 Tons	FRIDAY, 4th Aug., at 1 p.m.
China	10,200 "	FRIDAY, 1st Sept., at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, August 4th, at 1 p.m.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports...£23.

Hongkong to San Francisco via New York...£25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Company, Kowloon, (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shanghai & Yokohama	CHICAGO MARU	6182	Wednesday, 12th July, at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shanghai & Yokohama	CANADA MARU	6063	Tuesday, 25th July, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & AMOY	SOSHU MARU	THURSDAY, 29th June, at 10 a.m.
TAMUI, via SWATOW & AMOY	DAIGI MARU	SUNDAY, 2nd July, at 10 a.m.
FOOCHOW, via SWATOW & AMOY	CHOSHUN MARU	WEDNESDAY, 6th July, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First-class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To SAIL
NAPLES, GENOA, ALGERS, YOKOHAMA, GIBRALTAR, SOUTHEAST, PORT, ANTWERP & HAMBURG	Capt. J. Randermann	(17,000)	WEDNESDAY, 12th July, at Noon.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	Capt. J. Bortfeldt	(17,200)	WEDNESDAY, 12th July, at Noon.
MANILA, YAP, ANAO, PRINZ SIGISMUND, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. F. Bruning	(8,000)	SATURDAY, 15th July, at 4 p.m.
KUDAT AND SANDAKAN	Capt. F. Sambl	(6,050)	Middle of July

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletype.

For further Particulars apply to Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
TIENTSIN, via SWATOW, CHEFOO & NEWCHANG	CHEONGSHING	FRIDAY, June 30, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	SATURDAY, July 1, at Noon.
MANILA	JOONGSANG	SATURDAY, July 1, at 2 p.m.
MANILA	YUENSANG	SATURDAY, July 8, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kiangsu, Nanking and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong. Three vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried. Steamers have superior Accommodation for first-class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchang. Taking Cargo on through Bills of Lading to Kuantai, Lahad, Lahu, Singapore, Tawau, Uluatan, Jesselton and Labuan. For Freight or Passage, apply to Telephone No. 315.

JARDINE, MATHESON & CO., LTD. General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, TIENTSIN, WU HAI WEI	NANCHANG	June 30, at 4 p.m.
CHEFOO & NEWCHANG	YUNNAN	1, at 4 p.m.
AMOI & SHANGHAI	CHUNGKUA	1, at Midnight
SHANGHAI	SUNGKIANG	2, at Noon
SHANGHAI	YAN	4, at 4 p.m.
MANILA, CEBU & ILOILO	YAN	6, at 4 p.m.
SHANGHAI	YUNNAN	7, at 4 p.m.
TIENTSIN	YUNNAN	11, at 4 p.m.
MANILA, CEBU & ILOILO	YUNNAN	11, at 4 p.m.

Direct sailings to West River—Twice Weekly. S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Taming". Saloon accommodation—Electric Fans fitted; extra state-rooms on deck; aft. Saloon accommodation of "Kaifong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chusan, Linan, Chinghai) with excellent passenger accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36.

NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. T. Yamawaki, Tons 7000	(SUNDAY, 9th July, at Daylight.
	MIYASAKI MARU, Capt. T. Mura, Tons 9000	(WEDNESDAY, 12th July, at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7000	(TUESDAY, 18th July, at 4 p.m.
	AWA MARU, Capt. Iizawa, Tons 7000	(TUESDAY, 15th Aug., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7000	(SATURDAY, 15th July, from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000	(FRIDAY, 7th July, at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	(FRIDAY, 4th Aug., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	BOMBAY MARU, Capt. J. Toranaka, Tons 6000	(TUESDAY, 11th July.
SHANGHAI & KOBE	COLOMBO MARU, Capt. Salzer, Tons 5000	(TUESDAY, 5th August.
KORE & YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	(TUESDAY, 4th July, at Noon.
	IYO MARU, Capt. E. Takeda, Tons 7000	(THURSDAY, 6th July, at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carries Deck Passengers. Calling at Djibouti.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan. For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

Regal Boots AND shoes

FOR SALE AT REASONABLE PRICES.

THE SAVOY, 5, D'ARCY STREET, (opposite Court House).

This will indicate that there is a typhoon coming, and that the wind may increase to full typhoon force at any moment.

No III Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gray Rock, Aberdeen, New 12 Wm, Red King, Blue King, Gray King, Blue King, Red King, Blue King.

This will indicate that there is a typhoon coming, and that the wind may increase to full typhoon force at any moment.

Further details will always be given in the Daily News, and in the Daily News, and in the Daily News.

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TYPHOON SIGNALS.

STORM-WARNING, ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H.M.C. Ambar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point downwards indicates a Typhoon to the South of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

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A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

MacEwen Frickel & Co.

Importers of
Wines and Spirits,
etc., etc., etc.

GIN

The following lines
in Gin are stocked by
us.

Gilbey's Old Tom
\$13.50 Per Case.

Gilbey's London
Dry - \$13.50 Per Case.

Gilbey's -
Plymouth -
\$16.50 Per Case.

Coate's Plymouth
\$16.50 Per Case.

Wolfe's Schnapps
\$18.00 Per Case.

Bols' Gin
\$23.50 Per Case.

Beuker's Schiedam (Cock Brand) \$18.50 per case.
(of 15 Flasks, 4 Imp. Galls.)

Hulstkamp's Old
Schiedam

12 Stone Jars
(2 Galls)...\$16.00 per case.

12 Stone Jars
(2½ Galls)...\$19.00 per case.

24 Stone Jars
(2½ Galls)...\$20.00 per case.

The whole of the above
bottled in Europe.

MacEwen, Frickel & Co.,
4, Des Vaux Road.

T. Day's Advertisements

TO LET.
NO. 24, D'AGUIAR STREET suitable for goldsmith, etc., occupied by Vienna Cafe Co. last.
Apply to
YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, June 29, 1911. 803

PUBLIC AUCTION.

WITHOUT RESERVE.
THE Underigned have received instructions to sell by Public Auction, For Account of Messrs. SUTHERLAND, on

TUESDAY and WEDNESDAY, the 4th and 5th July, 1911, commencing each day at 10 a.m. until 12 o'clock Noon, at 14, QUEEN'S ROAD CENTRAL, 1st Floor, (entrance in Zetland Street),—
THE WHOLE OF HER
VALUABLE STOCK-IN-TRADE,
Consisting of:

Hats, Millinery, Flowers, Feathers, Sprays, Vellings, Special Chiffons for Evening Gowns, Nets, Jels, Corsets, Collars, Zephyrs, &c., &c., and a few made-up Costumes.
Also
All the Shop Fittings, including Glass Show Cases, Figures, Mirrors, Stands, Shelves, Tables, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 19, 1911. 855

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, For Account of THE CONCENTRATED, on

WEDNESDAY, the 5th July, 1911, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee Woan Street,—
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising:—

Silk Tapestry-covered Drawing Room Suite, Overmantel, Handstands with Devilled Glass, Teakwood Sideboards and Dinner Wagon, Extension Dining Table and Chairs, Marble-top Washstand and Bureau with Devilled Glasses, Double and Single Brass and Brass-mounted Iron Bedsteads, Wardrobes, Bookcases, a quantity of Crockery, Electro-plate and Glass Ware, Carpets, Cooking Stoves, &c., &c., &c.
Also
A few pieces of Canton Blackwood Ware, 2 Good Gramophones, One Piano by The Robinson Piano Co., One Pianola and Records, One large American Ice Chest.
And
A quantity of Surgical Instruments and Doctors' Requisites.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 29, 1911. 854

FROM
Land of Brown Heath
and Shaggy Wood
Land of the Mountain
and the Flood.



H. RUTTONJEE & SON,
HONGKONG.
Hongkong, June 17, 1911.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE Direct, Calling at
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THE Co's Steamship
PERSIA, Captain Curran, will be despatched as
above on WEDNESDAY, the 29th July.
This Steamer has capital accommodation
for passengers, electric light, and carries a
Doctor and a Stewardess.
For information as to Passage and
Freight, apply to
SANDERSON, WELLES & CO.,
Agents,
Princes Buildings,
Hongkong, June 29, 1911. 853

SHIPPING

ARRIVALS.

June 28.
Newchang, British str., from Canton.
June 29.
Hainan, British steamer, 1,257, G. J. Spink, Newchang June 21, Beans and Meal.—BUTTERFIELD & SWIRE.
Chingha, British steamer, 1,240, Benson, Shanghai June 25, General.—BUTTERFIELD & SWIRE.

Deutong, German steamer, 1,067, E. Sathmann, Bangkok June 20, Rice and Meal.—BUTTERFIELD & SWIRE.
Ceylon, British steamer, 2,637, A. E. A. Baker, Yokohama June 15, Silk and Tea.—P. & O. S. N. Co.
Sunghing, British str., 987, H. Mathias, Haiphong June 27, General.—BUTTERFIELD & SWIRE.

Children, Norwegian steamer, 1,102, H. Nielsen, Bangkok June 21, and Swatow 28, General.—AARAAE, TROSKEN & Co.
Daisi Mori, Japanese steamer, 844, H. Murayama, Tientsin, Amoy and Swatow June 28, General.—OAKA SEIICHI KASABA.
Linn, British str., from Canton.
Edipar, British barque, from Whampoa.

DEPARTURES.

June 28.
Flora, British steamer, for Weihaiwei.
Adreca, British steamer, for Weihaiwei.
June 29.
F. Franz Ferdinand, for Singapore and Trieste.
Hainan, for Canton.
Yokohama, for Singapore and London.
Sima, for Haiphong.
Sowu Mori, for Swatow and Amoy.
Hongkong, for Haiphong and Haiphong.
Chingha, for Canton.
Linn, for Shanghai.
Landrat Schiff, for Bangkok.

CLEARED.

Choyang, for Shanghai.
Pharmang, for Haiphong and Singapore.
Gregory, for Shanghai and Kobe.
Ceylon, for Singapore and London.
Nanyang, for Canton.

PASSENGERS.

ARRIVED.
Per Chingha, from Shanghai, Dr. Noyes, Capt. Mackenzie, Mr. Pitt, Miss Massey.
Per Deutong, from Bangkok, Mr. M. Mustard.
Per Ceylon, from Yokohama, Messrs P. Walkey and H. Morris.

DEPARTED.

Per F. Franz Ferdinand, for Singapore, Dr. Jennison, Mr. J. Nansen, Mr. R. H. Parker, Mr. von Holst, Mr. and Mrs. C. J. Minnell, Mr. Nilsen, Mrs. Nilsen, Mr. M. A. Nilsen, Mr. P. Nilsen, Mr. K. Nilsen, Mr. H. Nilsen, Mr. G. Nilsen, Mr. F. Nilsen, Mr. E. Nilsen, Mr. D. Nilsen, Mr. C. Nilsen, Mr. B. Nilsen, Mr. A. Nilsen, Mr. S. Nilsen, Mr. R. Nilsen, Mr. Q. Nilsen, Mr. P. Nilsen, Mr. O. Nilsen, Mr. N. Nilsen, Mr. M. Nilsen, Mr. L. Nilsen, Mr. K. Nilsen, Mr. J. Nilsen, Mr. I. Nilsen, Mr. H. Nilsen, Mr. G. Nilsen, Mr. F. Nilsen, Mr. E. Nilsen, Mr. D. Nilsen, Mr. C. Nilsen, Mr. B. Nilsen, Mr. A. Nilsen, Mr. S. Nilsen, Mr. R. Nilsen, Mr. Q. Nilsen, Mr. P. Nilsen, Mr. O. Nilsen, Mr. N. Nilsen, Mr. M. Nilsen, Mr. L. Nilsen, Mr. K. Nilsen, Mr. J. Nilsen, Mr. I. Nilsen, Mr. H. Nilsen, Mr. G. Nilsen, Mr. F. Nilsen, Mr. E. Nilsen, Mr. D. Nilsen, Mr. C. Nilsen, Mr. B. Nilsen, Mr. A. Nilsen, Mr. S. Nilsen, Mr. R. Nilsen, Mr. Q. Nilsen, Mr. P. Nilsen, Mr. O. Nilsen, Mr. N. Nilsen, Mr. M. 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